

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Maine	
COUNTY: Kennebec	
FOR NPS USE ONLY	
ENTRY NUMBER 70.10.23.0043	DATE 10/28/70

1. NAME

COMMON:

Hallowell

AND/OR HISTORIC:

"The Hook"

2. LOCATION

STREET AND NUMBER:

The hillside of

CITY OR TOWN:

Hallowell 04347

STATE

Maine

CODE

18

COUNTY:

Kennebec

CODE

011

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input checked="" type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) Historical and Architectural Laboratory	<input type="checkbox"/> Comments
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4. OWNER OF PROPERTY

OWNER'S NAME:

Various, including private property owners, city & state governments

STREET AND NUMBER:

CITY OR TOWN:

Hallowell

STATE:

Maine

CODE

18

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:

Kennebec County Courthouse

STREET AND NUMBER:

State Street

CITY OR TOWN:

Augusta

STATE

Maine

CODE

18

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY:

☐ Federal

☐ State

☐ County

☐ Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

STATE:
Maine

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7. DESCRIPTION

CONDITION

(Check One)

☐ Excellent☒ Good☐ Fair☐ Deteriorated☐ Ruins☐ Unexposed

(Check One)

☐ Altered☒ Generally
Unaltered

(Check One)

☐ Moved☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Hallowell appears to be a small town, although it is actually a city. The city is bounded on the north by Augusta, by Manchester on the west, by Farmingdale on the south, and by the Kennebec River on the east. The district being applied for is the heart of old Hallowell on the Kennebec, fitted within a rectangle and delineated on a map of the city of Hallowell drawn up by James Sewall Company, 1965, and submitted herewith. Within the district are 450 buildings of public, private, commercial, industrial and ecclesiastical character. Principally, however, it is the business and residential section of the community developed in the 18th and 19th centuries, the population and architectural integrity of which has been retained through nearly another century, in spite of the fact that it lies immediately adjacent to the ever-changing metropolitan capitol of Augusta, Maine.

Accompanying this application are a series of photographs taken recently to illustrate the significant and characteristic buildings of the district. The location of these buildings will coincide with the numbers found on the City of Hallowell, Kennebec County map of 1965 enclosed.

Selected Listing of 28 Historic Hallowell Buildings in the District

1. The Worster House, originally Hallowell House, one of Maine's best hotels, built 1832-4 when rivalry between Augusta and Hallowell over the possible location of the state capitol was at its peak. Who has slept there: Daniel Webster, Nathaniel Hawthorne, Henry Wadsworth Longfellow, and several U.S. Presidents.
- HAB 2. A. The home and office of Dr. John Hubbard, Jr., Winthrop Street. The home is occupied by a descendant of the doctor who became Governor of Maine from 1850 to 1852. B. The two-room office cottage is preserved just as the old doctor left it on the day he died, February 6, 1869.
- HAB 3. Home of Joseph R. Bodwell, 15 Middle Street. Founder and president of the famous Hallowell Granite Works Company, Bodwell served as Governor of Maine in 1887. His house is a fine American mansard example of the 1870's.
4. Pierce-Blish House, 14 Chestnut Street, built in 1828 by James Blish, a sea captain and co-owner of a fleet of packets. Presently owned by Col. Harry R. Pierce.
5. Bearce-Steeves-Corrier House, 163 Second Street, built c.1830 by Timothy Moores. Presently owned by Winfield Bearce. This home has had six owners, all of which men were from merchant and professional life. Alger Currier, the artist; Samuel Currier, Dr. Frederick Allen,aban Lincoln and Timothy Moores.

S E E I N S T R U C T I O N S



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6. Birthplace of Jacob G. Abbott in 1803, Winthrop Street. He was the author of 180 books, including the Rollo series for boys. His books reflect the early boyhood days he spent in Hallowell.
7. Eliphalet Gillet House, built 1799 for the first minister of Hallowell. In this home he organized the Maine Missionary Society (1827).
8. Dr. Benjamin Page House, built c. 1800, by a prominent physician, the first in America to administer the smallpox vaccination.
9. Ezekiel Goodale House, built 1815, by one of the earliest and most prominent publishers in Hallowell. For over 60 years his firm published the Maine Farmers Almanac.
10. Rufus K. Page House, built c. 1815, by the first mayor of Hallowell. Page was a partner of Commodore Vanderbilt in the Kennebec ice business. The home is one of the finest of its period in Maine.
11. The granite house, built about 1848, is located on the road to the historic Hallowell granite quarries and is built of granite blocks measuring 1 foot by 1½ feet by 3 feet. DELETED from this district.
12. The Rev. Stevens Everett House, built 1826 for the first Unitarian minister in Hallowell. It has served as a parsonage to both the Unitarian and Congregational churches and is a characteristically fine architectural example in the district.
13. "The Birdcage", an architectural curiosity built in 1838, with double spherical parlors each having 12 sides. The present day integrity is excellent and provides a fascinating anomaly of a small cottage with impressive Ionic columns across the front. The owner was a craftsman in the ship building trade who was asphyxiated in his cabin while his ship was being fumigated.
14. ^{HABS} What experts consider to be the finest collection of early newspapers north of Worcester, Mass., may be found at Hubbard Free Library, built of Hallowell granite from a design by Hallowell architect A.C. Currier in 1880.
15. The Kennebec Row, a continuous grouping of brick commercial buildings on the river side of Water Street, was built in 1815. It is representative of the predominant architectural style along the street today on both sides. The building contains winches and hoists used in the early days of Hallowell shipping glory.
16. The Crossroads Coffee House was known in 1813 as "At the Sign of the Bible", the first bookstore east of Portland. (Water Street at Academy).
17. ^{HABS} The granite building at 156 Water Street was built about 1839. In that year the Maine Cultivator and Weekly Gazette was established and headquartered there and occupied the building until 1871. Owner Charles Nash also

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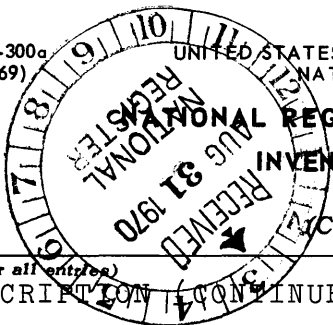
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founded the Kennebec Journal, which continues today.

18. The Hallowell Row House, built c. 1840 of wood, has been nominated for listing on the National Register of Historic Sites for its architectural integrity and sociological significance. (Second Street).
19. The Hallowell granite sheds, opposite Franklin Street and running between Winthrop and Central Streets, are the surviving reminder of the fabulous granite era. Skilled stone cutters were brought over from Italy and Portugal and worked in these sheds to create monuments and statuary that went to the Albany State House, Chicago's Marshall Field Building, and the New York Hall of Records among many. The owner of the granite sheds then was Joseph R. Bodwell, president of the Hallowell Granite Works.
20. Cox Memorial Methodist Church, built 1826. This church nurtured the first missionary from the Methodist Episcopal Church in the United States to Liberia, W. Africa. The church is named after him and a stained glass window in the front depicts his work among the natives before he died in Africa in 1833.
21. Knowlton & Hewins Funeral Home, Second Street, formerly considered as a site for the Blaine House. The House was built about 1855 and remodeled impressively about 30 years later by the Sampson Brothers who operated oil cloth factories in Hallowell. Tradition says that they paid an artist \$5000 for one ceiling mural.
22. Dailey-Grant House, built about 1830, it is of architectural interest as a fine transitional Federal to Greek Revival example.
23. Smith-Leonard House, of architectural interest for its impressive location and as a fine Federal brick house converted into a luxurious Victorian mansion by Hallowell shoe magnate, Richardson Johnson.
24. Highlawn Nursing Home, built about 1848. It is architecturally significant for its pure Greek Revival lines interpreting in wood the ancient marble temple of Greece.
25. City Hall, built in 1898, Winthrop Street.
26. The Preceptor-Moody House, c. 1793, Winthrop Street.
27. Old South Church, 1883. Replaced the original 1796 Old South Congregational Church destroyed by fire in 1878. Summer Street.
28. The Cotton Factory, 1844. Water Street, Hallowell.



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DESCRIPTION (CONTINUED)

The Hallowell District is located geographically on Map #1 (a section from the U.S.G.S. Augusta Quadrangle 15" Series).

Map #2 - Enlarges the district location (James W. Sewall Company - City of Hallowell Map 1965).

Map #3 - Depicts the actual historic area to be protected. This is the red shaded area found on a Hallowell Map used by the State Highway Commission. The red area gerrymanders the historic area. The blue shaded area left within the location rectangle is not protected as is not the actual present location of Water Street. This map numbers the specific locations of the demonstration buildings described in the nomination.

Map #4 - Is a house to house, street by street reproduction from aerial photographs developed by the James W. Sewall Company. This map will show the red shaded area house by house and street by street, the actual area protected about Water Street. The blue shaded area including the present Water Street location depicts that area not under the protection of this nomination and not subject to an interpretation of P.L. 89-665.

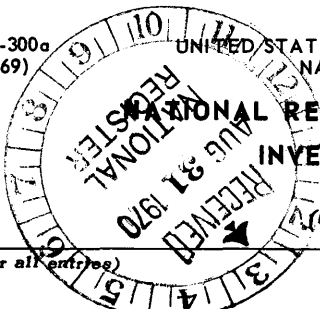
Map #5 - Is a reproduction of an 1855 depiction of Hallowell made by E. M. Woodford.

Map #6 - Is a 1968 map which symbolizes the architectural styles found in Hallowell.

This nomination is the result of a careful analysis of the historic preservation needs of Hallowell, Maine, as well as the precedented needs of a traffic flow system, within the Hallowell section of the U.S. Route 201 corridor between Augusta and Gardiner.

There is one specific area in the gerrymander which has been a source of contention. This area is on the river side (east) of Water Street which lies opposite to the end of Union Street as it meets Water Street on the south and the end of Winthrop Street as is meets Water Street on the north. In this area there is a complex of brick, granite and wooden commercial buildings which, with their counterparts on the west side of Water Street, focus the attention of the residents and their guests that the flavor of Hallowell is of a distant age. It is the flavor which many (but not all) of the people of Hallowell wish to preserve. This is the pivotal section of Hallowell's cultural integrity.

Water Street, which passes between these commercial structures, is the main automotive traffic artery between the larger



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communities of Augusta and Gardiner. The State Highway Commission has, by long standing precedents and State Law, the responsibility to maintain the traffic flow through communities with populations of less than 5,000 people. This is the situation in Hallowell.

The State Highway Commission, following a request of the 104th Legislature, has proposed three basic alternate routes between Augusta and Gardiner. All three must, by obvious geography, pass within the boundaries of the City of Hallowell. The first is obvious. It is Water Street. In time, if this route were to continue to service an ever increasing auto traffic load, it would need to be widened. This might force the removal of portions of the buildings on the east side of Water Street. Many of the citizens of Hallowell are adamant against the widening of the present Water Street. The second route calls for traffic flows employing Water Street with a one-way traffic flow and Second Street as the opposite direction traffic flow. This is feasible. However, the adverse audio and visual effect is increased on the Second Street scene. Many of the preservationists are vocal against this alternative. The third route channels traffic flow to the west of the residential section of Hallowell by paralleling the present Maine Turnpike (a toll road). This third route is an acceptable solution to the problem, from the standpoint of the preservationists. It is not consistent with the results of traffic and cost studies made by the State Highway Commission. These studies reveal facts that show travel distances between Augusta and Gardiner would be greatly increased, that extra travel time would be increased and that traffic flow in relation to cost would be too low. Most people would continue to use the basic Hallowell Water Street route. There is in the future the possibility that the Maine Turnpike itself will be declared free of tolls. This will require a massive cost in the retiring of the outstanding bonded indebtedness of the Maine Turnpike Authority.

In the meantime the traffic situation along Water Street is acute. An investigation of the many facets of this Hallowell District nomination has been made by the Liaison Officer and his staff. The keeper of the National Register, representatives of the Hallowell preservationists, the Advisory Committee on Historic Sites to the State Park and Recreation Commission and members of the Staff of the State Highway Commission have been given opportunities to comment on this concept. The solution as represented by the map enclosures and the boundary lines depicted is such that the intent of the Public Law 89-665 has been honored. This Hallowell District does protect the historic areas indicated in red. The East side of Water Street as well as the west side will not be altered between the end of Winthrop Street as it meets

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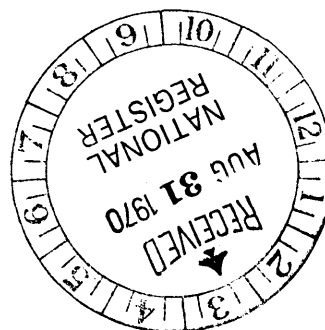
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Water Street on the north and Union Street as it meets Water Street on the South. Many of the buildings, not in the gerryman-der, on the east side of Water Street will be subject to alteration and perhaps removal if traffic demands continue to rise. In the near future it may prove necessary to stop the parking on one or both sides of Water Street between Winthrop and Union Streets. If this should prove necessary, off street parking would be provided.

This nomination must then be the instrument which best represents the historic preservation needs of a living example of a 19th century river port. This nomination also seeks to provide the necessary access to and through a Central Maine Community, a community which shall continue to make a viable contribution to the total State of Maine.



5. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian

☐ 16th Century

☒ 18th Century

☐ 20th Century

☐ 15th Century

☐ 17th Century

☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal

☐ Education

☒ Political

☐ Prehistoric

☐ Engineering

☒ Religion/Philosophy

☐ Historic

☒ Industry

☐ Science

☒ Agriculture

☐ Invention

☐ Sculpture

☒ Architecture

☒ Landscape

☐ Social/Humanitarian

☐ Art

☐ Architecture

☒ Theater

☒ Commerce

☒ Literature

☒ Transportation

☐ Communications

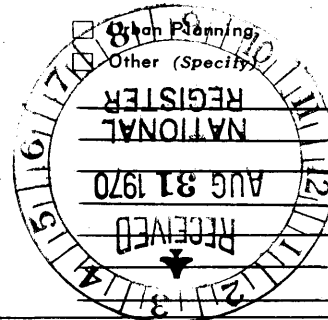
☒ Military

☐ Theater

☐ Conservation

☐ Music

☒ Transportation



STATEMENT OF SIGNIFICANCE

Hallowell, Maine, is significant for it represents a 19th century riverport that has retained, in remarkably complete form, its architectural integrity through the 20th century to the present day. Events in her history point up the fact that Hallowell contributed to the economic, social, and political history of the state and nation in areas reflective of American ingenuity and resourcefulness. She gave the state two governors and many professional men of distinction and far-reaching reputation. For these broad reasons, the picturesque hillside of Hallowell down to and including the Kennebec River, which it faces in the form of a natural amphitheater, is being applied for as a state nomination to the National Register of Historic Districts.

Of the 450 buildings located in the proposed historic district, 85% were built during the 18th and 19th centuries. Half were built before 1865. On Water Street in the commercial section between Temple and Winthrop Streets there are 45 Buildings, of which only 3 are 20th century (gas stations). Two-thirds of these commercial buildings were built before 1835 and the remaining third before 1900. Neither fire nor flood nor urban renewal have altered significantly this remarkable architectural grouping that developed at the riverport in Hallowell's heyday. In addition, all of the churches and public buildings in the district are 19th century. And all but 55 of the dwellinghouses, of which there are 330 in all, are 19th century or earlier. A full spectrum of architecture is represented including dwellinghouses of all periods from Federal on, early commercial buildings, churches, public buildings, an old doctor's office, an early hotel, an 1840 row house, and an old cotton factory. The designs of the Greenfield, Mass., architect and author Asher Benjamin are strongly felt in the architecture of the early to mid 1800's, and rather than his having come here, it may be assumed that local builders referred to his rural builder's guides, published from 1798 to 1839.

Within the historic district are three of the earliest traffic arteries in the region: the Kennebec River, the old County Road (now State Route #201), and the Coos Trail (now the Winthrop Road). The river, long traveled by Indians, was the route used by Benedict Arnold on his expedition to Quebec. Tradition has it that Arnold and his men slept on the shores of Hallowell in 1775. The old County Road was the early post road from Brunswick, Maine. The Hallowell portion was laid out in 1771 by vote at a meeting presided over by Pease Clark, the original Hallowell settler, who had come 9 years before. Along this road the commercial portion of the community developed in response to shipping activity and local needs and talents. Several publishing houses were to spring up there in the 19th century, and

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Snell, Katherine H., and Ledew, Vincent P. Historic Hallowell, Augusta: Kennebec Journal Print Shop, 1962.

"Memoir of Benjamin Page, M.D." Boston Medical and Surgical Journal, Volume 33 Number 9, October 1, 1845.

Kingsbury and Deyo, Editors Illustrated History of Kennebec County, Maine, chapters xvi and xix. New York: Blake and Company, 1892.

Kirker, Harold. The Architecture of Charles Bulfinch, Houghton Mifflin Co. 1969

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES			
CORNER	LATITUDE				LONGITUDE			
NW	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		
NE	44°	17'	25"	69°	47'	51"		
SE	44°	17'	25"	69°	47'	24"		
SW	44°	16'	40"	69°	47'	24"		
	44°	16'	40"	69°	47'	51"		

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 206 acres in the district rectangle

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES			
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:		John W. Briggs, Historian	
ORGANIZATION	DATE	State Park & Recreation Commission	8-14-70
STREET AND NUMBER:			
State House			
CITY OR TOWN:	STATE	CODE	
Augusta,	Maine	48	

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/> State <input type="checkbox"/> Local <input checked="" type="checkbox"/></p> <p>Name <u>Lawrence Stuart</u></p> <p>Title <u>Director</u></p> <p>Date <u>August 27, 1970</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p><u>Ernest Allen Connolly</u> Chief, Office of Archeology and Historic Preservation</p> <p>Date <u>OCT 28 1970</u></p> <p>ATTEST:</p> <p><u>William J. Muntz</u> Keeper of The National Register</p> <p>Date <u>OCT 28 1970</u></p>
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① 19/435000/4904225
② 19/435000/4904225

① 19/435000/4904225
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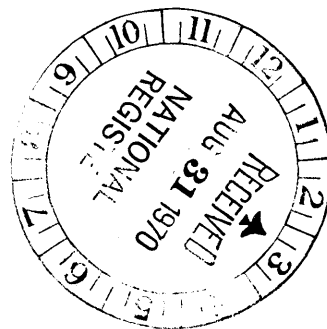
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Hallowell became so prominent in printing and publishing that only Portland exceeded her in the numbers of imprints to leave the presses. A street perpendicular to the old County Road was laid out in 1793 upon which was built the first Academy chartered in Maine, in 1795. The third early Maine road and one which originated in Hallowell was the Coos Trail, now Winthrop Road. It was the brainchild of genius Charles Vaughan, who arrived here in 1791, and the object was to link Hallowell to the interior regions of New Hampshire and Vermont. This road which can be traced today through many small western Maine towns, became a major artery for agricultural traffic to the port of Hallowell, where it was sent by ship to Boston, Halifax, and New Orleans. Hallowell was the agricultural capitol of the region for many years. Later the Winthrop Road was the principal route for the movement of granite from the famous Hallowell quarries to the sculpting sheds on Middle Street which stand today. Hallowell was the granite center of Maine in the late 1800's.

The railroad which bisects the historic district is significant for it caused the gradual curtailment of river shipping and market activity in Hallowell. Although Hallowell was originally more prominent than Augusta in agriculture, commerce, industry and social culture, she became eclipsed by the community made state capitol as the 19th century slipped away. Today we are left with a remarkable 19th century architectural legacy of the glory that was Hallowell.



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LITERAL DESCRIPTION OF THE HALLOWELL
DISTRICT'S BOUNDARIES

REFER TO: Map #3 of the original nomination

The areas shaded in red are the areas of protection under this nomination.

The areas shaded in blue are the remaining portions inside the the location rectangle depicted on Maps #1 and #2.

This historic district is best described as a gerrymander inside of which there are many noteworthy buildings for which this nomination is designed to protect from the forces of change funded by Federal Agencies.

There are three areas shaded in blue which will be numbered on the enclosed map. Blue areas (1) and (2) are not important to the concept of historic preservation as no buildings of an historic vintage can be found in those areas, blue(1) and (2). For practical purposes, however, the blue shaded areas (1) and (2) could be shaded in red for the sake of making two borders of the location rectangle clear and harmonious. May we, then, change the blue areas (1) and (2) to red and concentrate the description on the remaining blue shaded area (3).

Given then, that starting with a copy of the original map #3 submission, we amend map #3 with map #3A. This changes blue areas (1) and (2) to red, the true picture related on map #3B. West Boundary Line: It follows then that starting at coordinate point Latitude S.W. 44° 16' 25", Longitude 69° 47' 51", a contiguous district border line runs (now unimpeded) to coordinate point Latitude N.W. 44° 17' 25", Longitude 69° 47' 51". This line starts at the intersection of the Litchfield Road and Middle Street. It runs in a northerly direction (now unimpeded) across to the top end of Chestnut Street; thence, to Academy Street, bisecting Academy Street; thence, to Central Street, bisecting Central Street; thence, to Winthrop Street, bisecting Winthrop Street and reaching coordinate point Latitude N.W. 44° 47' 25", Longitude 59° 47' 51" at a point which lies 93' north beyond Winthrop Street. This border (now unimpeded) is 3465' long.

North Boundary Line: Start now at coordinate Latitude N.W. 44° 17' 25", Longitude 69° 47' 51" going in an easterly direction (now unimpeded) bisect Pleasant Street at the intersection of Pleasant Street Place; thence, to Sampsons Row bisect Sampsons Row; thence, to Second Street, bisect Second Street and reach coordinate point N. E. Latitude 44° 17' 25", Longitude 69° 47' 24". This boundary is 1563' long and now unimpeded.

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EAST BOUNDARY LINE: The point N.E. Latitude $44^{\circ} 17' 25''$, Longitude $69^{\circ} 47' 24''$, lies adjacent to (120' removed) U. S. Route 201 Corridor, which is a major highway vital to the transportation traffic flow between Augusta and Gardiner. This Route 201 occupies the main Street in Hallowell, Maine, which is named Water Street. The true intent of this nomination is to fix the location of this traffic corridor and regulate the future adverse effects that might occasion if the State Highway Commission is forced by precedent to improve the traffic flow environment. In this area reflected on maps #3, #3A and #3B, the blue shaded (3) and red shaded areas must remain intact in their entirety. Map #4 with the original nomination gives an even closer inspection denoting the specific buildings to be protected and the specific buildings not to be protected under this nomination.

Starting at the above coordinate, proceed in a southerly direction for 750', arriving at a point on the west side of the said Water Street. Continue south on Water Street to a point 62' north of the intersection of Winthrop Street and Water Street. At this point cross Water Street in an easterly direction toward the Kennebec River reaching a point on the bank of the River 186' east of the point 62' north of the intersection of Winthrop Street and Water Street. Proceed thence in a southerly direction for 580' to a point which lies at the south end of the business block area shaded in red. This business block area is to be protected. Water Street, which is the U. S. Route 201, passes between this business block on the east and the business block on the west. This section of U. S. Route 201 which passes between these business blocks can be improved but not in such a manner that would adversely affect these buildings. Such improvements could mean the discontinuance of on-street parking and resurfacing but not widening the existing roadway. This nomination does not stop the above stated highway improvement possibilities nor should this nomination be so construed to do otherwise. It further does not restrict highway improvements in any blue shaded area remaining.

From the point on the south end of the east River side business block, go west crossing Water Street where Union Street intersects Water Street. Continue now on the west side of Water Street, passing by the ends of Perley Lane, Academy Street and thence to the intersection of Temple Street and Water Street. The area west of this line which is in fact the west side of Water Street is in red and thus protected by this nomination.

Continue at Temple Street now west for about 366' to a point

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COUNTY	
KENNEBEC	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

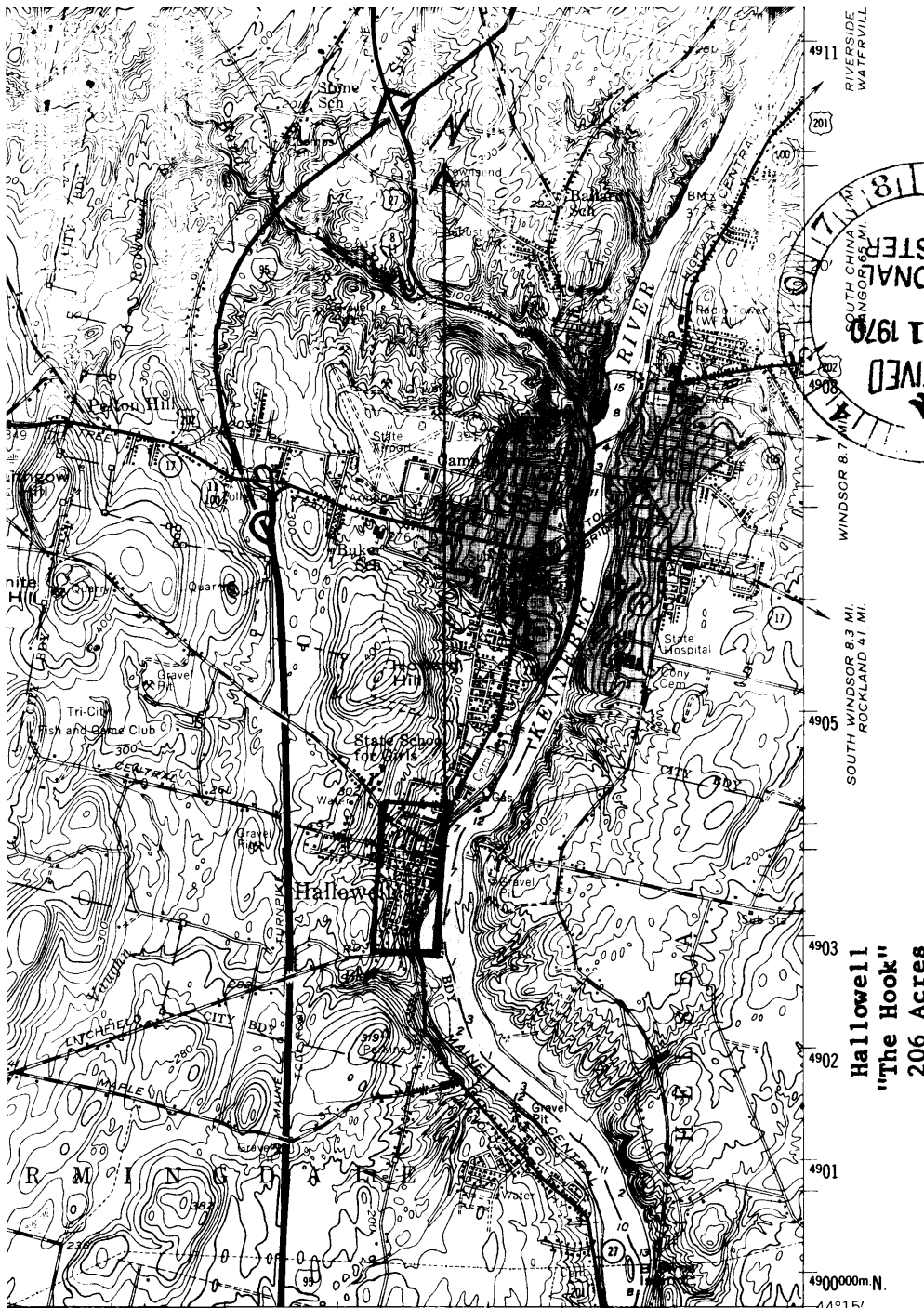
(Number all entries)

-3-

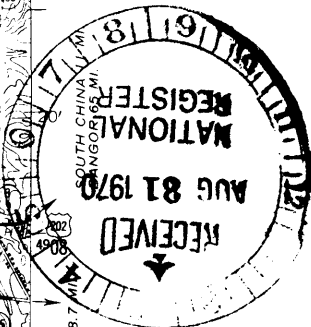
165' east of Second Street. This boundary line protects the buildings which front on Second Street that lie on the east side of this Second Street. This line now continues in a southerly direction for about 1600' where it meets the south boundary line 90' east of the corner of Second Street and the Litchfield Road. This line will have crossed Gows Lane, Elm Street and the Central Maine Railroad bed.

South Boundary Line: The final or south boundary of the protected area in red would start 90' east of the corner of Second Street and the Litchfield Road meeting the said corner and continuing west along the Litchfield Road by the intersection of Summer Street and thence to the intersection of Middle Street and the Litchfield Road at coordinate point Latitude S.W. $44^{\circ} 16' 40''$, and Longitude $69^{\circ} 47' 51''$. The south boundary is 562' long.

The areas now reflected on Map #3B in red are protected. The remainder in blue are not protected by this district's concept.



MAP #1



Longitude

69° 47' 51"
69° 47' 24"
69° 47' 24"
69° 47' 51"

Latitude

NW 44° 17' 25"
NE 44° 17' 25"
SE 44° 16' 40"
SW 44° 16' 40"

Hallowell
"The Hook"
206 Acres

INTERIOR GEOLOGICAL SURVEY, WASHINGTON, D. C. - 1969
GARDINER 1.5 MI.
BRUNSWICK 27 MI.
RANDOLPH 1.5 MI.

ROAD CLASSIFICATION
1964

Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
○ Interstate Route ○ U. S. Route ○ State Route

3 MI. TO INTERCHANGE 14
LEWISTON INTERCHANGE 25 MI.
4 MILES
21000 FEET
KILOMETERS



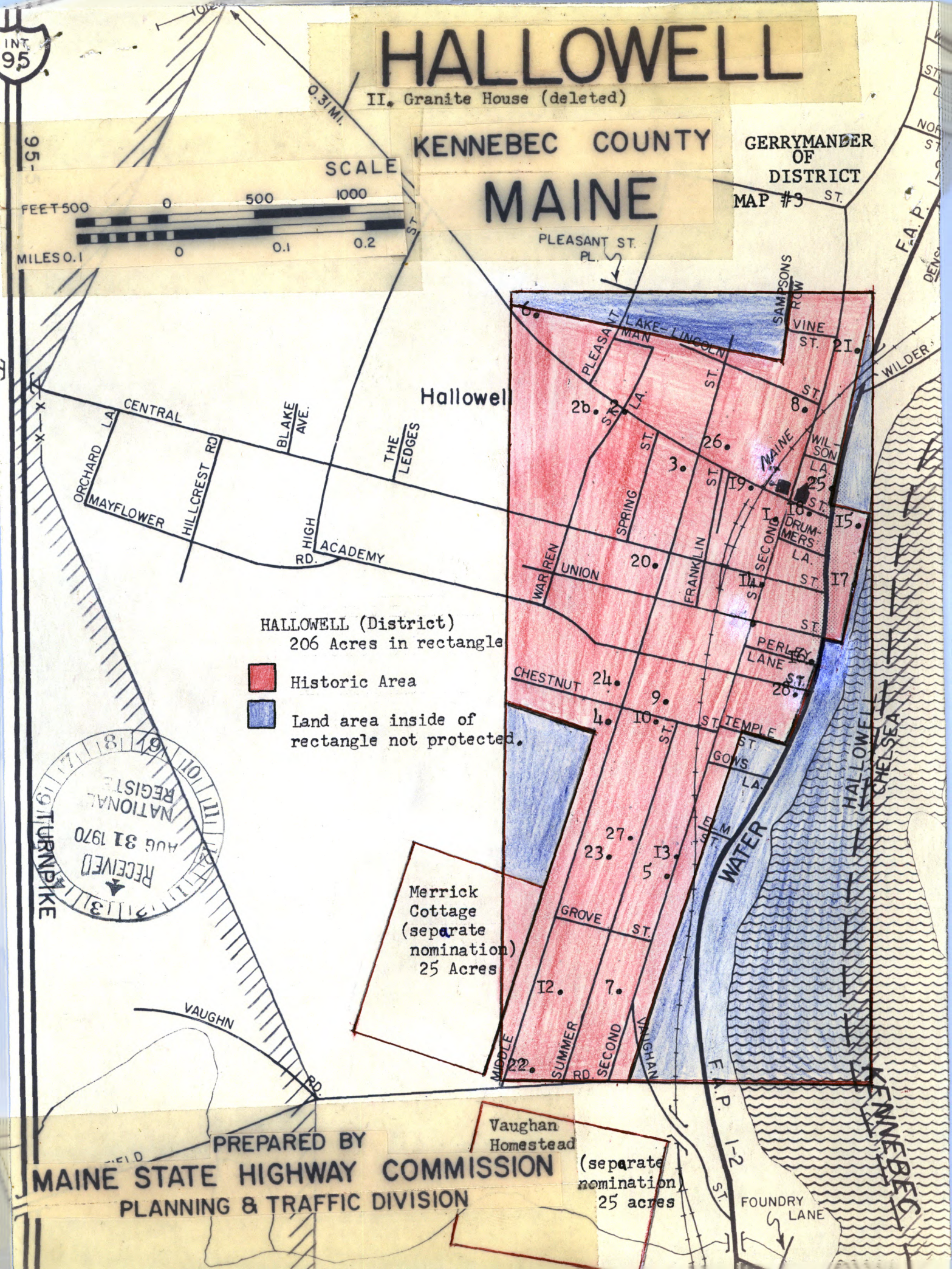
QUADRANGLE LOCATION

AUGUSTA, ME.

N4415—W6945/15

1956

AMS 7072 IV—SERIES V711

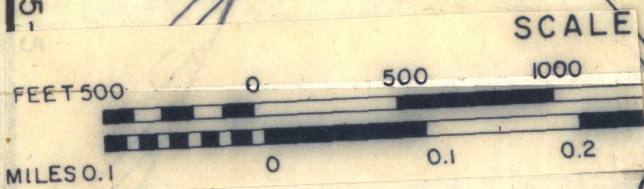


HALLOWELL

II. Granite House (deleted)

Kennebec County
MAINE

GERRYMANDER
OF
DISTRICT
MAP #9



HALLOWELL (District)
206 Acres in rectangle

- Historic Area
- Land area inside of rectangle not protected.



Merrick Cottage
(separate nomination)
25 Acres

Vaughan Homestead
(separate nomination)
25 acres

PREPARED BY
MAINE STATE HIGHWAY COMMISSION
PLANNING & TRAFFIC DIVISION

HALLOWELL

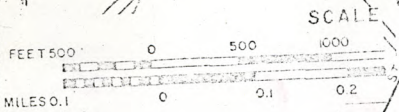
II. Granite House (deleted)

KENNEBEC COUNTY

GERRYMANDER OF DISTRICT

MAINE

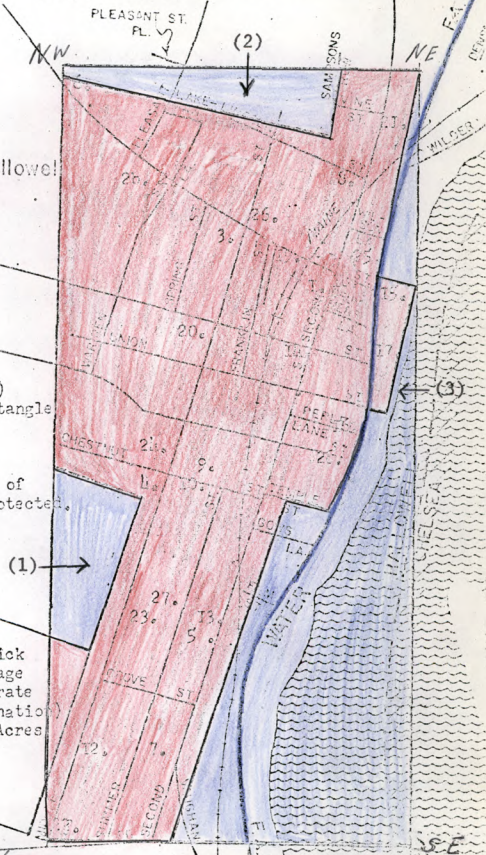
MAP #3 ST



Map #3

HALLOWELL (District)
206 Acres in rectangle

- Historic Area
- Land area inside of rectangle not protected.



(1) →

(2) ↓

← (3)

TURNPIKE

PREPARED BY
MAINE STATE HIGHWAY COMMISSION
PLANNING & TRAFFIC DIVISION

(separate nomination
25 acres)

11, Granite House (destroyed)

KENNEBEC COUNTY

CERRYMANOR

OF

DISTRICT

MAP #3A

MAINE

SCALE

FEET 500 0 500 1000
 MILES 0.1 0 0.1 0.2

PLEASANT ST.

(2)

Hallowell

MAP 3A

HALLOWELL (District)

206 Acres in rectangle



Historic Area

Land area inside of
rectangle not protected

(1)

Merrick
Cottage
(separate
nomination
25 Acres)

Vaughan
Homestead
(separate
nomination
25 acres)

PREPARED BY

MAINE STATE HIGHWAY COMMISSION

PLANNING & TRAFFIC DIVISION

TURNPIKE

FOUNDRY LANE

11. Granite House (deleted)

Kennebec County

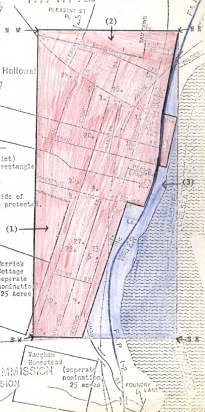
GERRYMANDER OF DISTRICT
MAP #3-B

MAINE

SCALE



MAINE



Map # 3B

Hallowell (District)
206 Acres in rectangle



Historic Area



land area inside of rectangle not protected

TURNPIKE

PREPARED BY
MAINE STATE HIGHWAY COMMISSION
PLANNING & TRAFFIC DIVISION

COMPILED BY JAMES W. SEWALL COMPANY; OLD TOWN, MAINE
BY PHOTOGRAMMETRIC METHODS

PHOTOGRAPHY DATED 4-28-53

CONTROL BY JAMES W. SEWALL COMPANY

EXP # 4

SECOND STREET



WATER STREET

RIVER

SCALE 1 INCH = 100 FEET